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MAD DOG MONTHLY

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2009 THEME CONTESTS

BLUE	MARCH
CANADA	JUNE
RACE	SEPT.
KIT BASH	DEC.

Minutes from September's meeting

This month's theme was racing and there were 20 models on hand for the theme, very impressive.

Darrin gave us very good report on his experiences at the Nationals and being part of a judging team with Roy Sutherland of Cooper Details fame. He also took away a second with his 1/48th scale Hasegawa Bf-109G6 in 1/48, single prop, Axis, inline engine. Congratulations Darrin. He also received an Honorable mention with his 1/48th scale Eduard Hellcat.



Jeff D and his son attended the IPMS show in Reno. Jeff's son (name escapes me sorry) won a second place with his very impressive Tamiya 1/25th scale Centurion and Jeff walked away with a first place with his 1/48th scale F-15E. Jeff said it was a small contest but quite enjoyable. They also got a chance to walk around the pits at the Reno Air Race, lucky guys.

John Thirion was attending the McMinville that weekend and hopefully will have a report for us next meeting. (Sorry, no he wasn't. ED)

We have a new member from Florida named Brad Neavin, and he builds armor. Welcome to the Mad Dogs Brad.

Editors Note: Last months feature "Ernst Udet's Bf-109 V-14 1937 Zurich Air Meet" was published under the wrong name. So it reappears this month under the correct authors name. Bill Speece. Sorry for the confusion.

The entries for the theme are as follows-

Jim Burton

Accurate Miniatures 1/48th P-51
Hobbycraft 1/48th Seversky P-35
Testors 1/48th Curtiss Racer
Revell 1/25th Jungle Jim Monza funny car
Monogram 1/25th 32 Ford hot rod dragster
Revell 1/16th scale Beebe and Mulligan Top Fuel Dragster

Jeff D'Andrea

Revell 1/25th scale IROC Camaro

John King

Revell of Germany Blue Angel F/A-18

Sam Heesch

Kraco Racing Team

Tom Gloeckle

Heritage Aviation 1/48th scale Midget Mustang
Italerei 1/35th scale MTM Barchino "Yellow Peril"

Bill Miller

Revell 1/32nd scale Opel Astra

Bob Olson

Monogram 1/25th scale Lowes Monte Carlo

Randy Hall

Tamiya 1/24th Porsche 911 GT3
Monogram 1/48th scale Lunar Lander

Terry Falk

Revell 1/72nd scale P-51D on a pylon base
Monogram 1/72nd scale highly modified Bearcat
HiPlanes 1/72nd scale RB-51 Red Baron racer

Winner was Herb Arnold

Model of the Month was as follows-

Ray Sweet with a pair of Russian fighters in 1/72nd scale and Herb Arnold with a 1/144th scale A Model Albatross amphibian. Herb won this also.

Display models included-

Brian Geiger

Hasegawa 1/32nd scale Bf-109G6
Monogram Pro Modeler 1/32nd scale Bf-109G4 Trop
Alan 1/35th scale Panzer I Ausf J

John King

Monogram 1/72 F4B-4

Brad Neavin

DML 1/35th scale Sherman diorama

Ian Robertson

Eduard 1/48th scale Bf-110C
Hasegawa 1/72nd scale He-111P

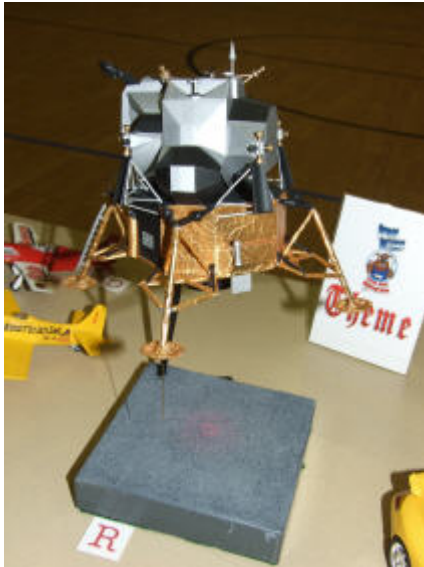




SPEED Theme Photo Gallery



Model Of The Month



Models On Display



And now for something completely different....





The Scuttlebutt

Websites of interest to ship modelers.

Regiamarina.com A site dedicated to the WWII Italian navy. The site is divided into 4 sections; naval engagements, events and people, and finally ships, weapons and airplanes. For each category of ships there are introductions followed by drawings and photos with further photo galleries and data table. English language books on this subject are very difficult to find making this site all the more valuable.

Kaigun combined fleet.com. This is definitively a less formal site than the previous one. It was created by one Japanese Navy enthusiast who wanted to share his interest. Most of the informations are available but this site put it all together. It provides data tables for all major classes of warships that served with the IJN in WWII. One of the strength is the operational histories of the major vessels that includes the CO's and the squadron affiliations. There is a generous bibliography and the customary links to other sites of interest.

The Russo-Japanese War research society. 2005 was the anniversaries of two famous battles. The bicentenary of the battle of Trafalgar and the centenary of the battle of Tsushima. The home page of the site is designed to look like the front page of a period newspaper, The site is divided into 14 sections all tabbed at the top of the front page. Also included are the usual links, contacts, stores, and articles by various members. This is a very good site for anyone interested in the Russo-Japanese War.

Navweap:naval weapons,technology & reunions.

Nacweap.com.

An extremely wide ranging site, if you click on "naval weapons" it will give you access to about 90 articles on the subject. A very interesting part is the gun/armor data page. Wargamers will find this site very valuable.

Warshipmodeling.com. A very user friendly website, divided into reviews (models) features, galleries of models, and forum which in itself is divided into several sub-categories. There is also a substantial archive collections. The links are the weakest part, only 9 links for general naval subjects and 36 for manufacturers. The forum is very civil and you will get answers to your questions from master modelers such as Jim Baumann and Vladimir Yabukov.

Steelnavy.com. Was called warship but was changed to steelnavy a few years back to avoid confusion with warshipmodeling. No confusion is possible. The forum is not very user friendly and often has nothing to do with modeling or anything naval. If warshipmodeling is the Wallstreet Journal, Steelnavy is the National Enquirer! Also the forum has only a 4 pages memory and once an interesting subject was lost because of diatribe about the octomom!!!!Also the forum is heavy with "good trader alerts which are usually sellers sending ataboy to themselves.The greatest strength of this site are the reviews by Steve Baker. Each review is accompanied by a very lengthy history of the ship.

New kits in 1/350

By now everyone is aware of the release of the Graff Spee and Prinz Eugen, also on the near future are the Scharnorst and the Wasp.

The USS Wasp is the modern LPH and will be released by MRC under their Prestige label. It was shown at the National Convention. The kit will include some PE and a fully detailed landing

bay that will be visible by removing the landing deck. LPH class of ships are the largest amphibious ships in the world. The Wasp is the first of a class of 6 ships. The Wasp is the third class of a steady progression in the evolution in this type of ships. The early class was the Iwo Jima, followed by the Tarawa, and the Wasp which is an improved Tarawa.

(11)	Wasp (6)	Tarawa (5)	Iwo Jima
Displ. Tons	40.500	39.400	17.000
Length feet	844	820	598
Beam feet	106	106	84
Speed knots	20	24	23
Crew	1108	960	718
Marines	1894	1900	1750
Aircrafts	42 CH 46 20 AV 8 6 ASW	9 CH 53 12 CH 46 6 AV 8	11 CH 53 20 CH 46



Note; none of the Iwo Jima class of LPH are in service. It is interesting that the Iwo Jima were referred as LPH (amphibious assault helicopter carriers), the Tarawa were classified as LHA (amphibious assault ships), and the Wasp LHD.

John Thirion



Ernst Udet's Bf-109 V-14

1937 Zurich Air Meet

By Bill Speece

Germany had flouted the Versailles treaty for years. She was punished, at a tremendous economic hardship, for the Great War. Unfortunately, the allies, neglecting to enforce (or even relax) the overly excessive provision set forth, allowed Germany to eventually re-arm. So at this fourth prestigious air meet, Germany showcases the ever-growing new Luftwaffe. While a few of the displays wore camouflage and were of military application (Do-17, He-112, Fi-156), five of the entries were civilian modifications of fighter aircraft. Simply, the prototype war machines were stripped down, lightened, and unarmed versions demonstrating



Germany's technology, innovation, and somewhat arrogant attitude. Always looking for propaganda, Germany "proclaimed" the planes as stock for the races, when in fact they were highly modified versions of the Messerschmitt Me-109. Intended for speed, which the V-13 set a record, these fighters intimidated other countries and racing teams. As a result several countries did not enter several events for fear of losing or exposing any design weaknesses.



One of the favorites was Ernst Udet's V-14 prototype developed from the Bf-109D-0 utilizing a customized DB 601A engine. With high performance, entry number 6 was expected to win any competition. Regrettably, fate would decide otherwise. During the first race, engine-overheating problems forced Udet to drop out of his first competition. Shortly after take off on the next day, a high-pressure oil line failed, forcing the V-14 to crash land. Fortunately, Udet walked away with few injuries. However, the plane was a total right off having split in half behind the cockpit.

Getting started

Back in high school, our library had a book about the Augsburg Eagle that I checked out several times. One of the color profiles included a bright blue V-10 flown by Udet at the Zurich air races. More discrepancies arose when modern publications would amend the prototype designation to V-14. Who do you be-

lieve? With all the material lost during the war, propaganda, confusing company records, and interpreting information over time, it is still difficult to determine exactly what is what. Whichever variant it is, I still wanted to do one. I could have easily done a 1/48-scale plane, but I wanted a 1/32 size. This will be a bit daunting. No one produced a decal sheet. The Hasegawa kit had length issues. Matchbox's venerable kit had trenches. When Hasegawa introduced the Me-109 Gustov version, I figured I could combine two kits to produce a correct prototype. Well, projects are shelved over time collecting dust. Thankfully, the modeling gods answers prayer; Eduard recently released a sorely needed early Me-109 Emil. Now, I didn't have to worry about finishing the conversion.



The kit

This is a fantastic piece of engineering, design, and fit. The kit is an early version of the Emil E-1 without the under wing cannon bulges. It is also easily suitable for converting to a B or C version. Having 152 parts and a beautiful decal sheet, construction went together rather quickly. The photoetch parts really pop out interior and exterior detail. The panel lines are petite and the rivets are the smallest I have ever seen. They could get lost if too much paint is used. While the kit's cockpit out of the box doesn't need any help, I had already completed Cutting Edge's resin cockpit, which dropped in fairly well, saving painting and construction time. There is very little puttying to do on any of the seams, just sand and you're practically done. The only major areas needing attention is the front and rear of the wing where it mates to the underside of the fuselage. Follow a forum in progress build at www.militarymodelling.com.



There are, however, a few minor places that need attention. There are noticeable gaps within the engine radiator that need filling. Fortunately, one of the modifications will conceal the kit problem. The kit also lacks enough detailing behind the wheel strut attachment. Regrettably, it is possible to see too much of the underside of the cockpit. A little extra ducting will replicate the interior. The area behind the rear flaps, where the wing and fuselage

meet, also needs blocking. These are hardly worth complaining about.

This conversion is greatly simplified to back date to a civilian bird using the E-1 kit. I would sand off a few bumps here and there, plug the gun troughs and holes in the wing and upper cowling, fill in a couple of panels lines and hatches, and then scribe a couple of access doors. Only a few minor modifications are required. Those include: reshaping the rear radiator outlet with styrene and Nitro Stan, making the wheel well cutout circular, extending the gear doors, creating a new side supercharger inlet tube, building the intake trench, redoing the 't' shaped splitter on the wing radiators, thickening the mass balance, and modifying the propeller spinner. In addition, the V-14 had flush exhaust ports instead of pipes. I merely reversed the mounting part for the pipes and I have an instant flush exhaust. The wheel well inserts could work, but I needed to show the framing without the leather covering. I squished modeling clay between the wings and cut out the well box to make a makeshift template. Tracing the size on thin styrene sheet, I easily reproduced what I needed. There are several books depicting how the wheel wells appear, greatly assisting me. My Cutting Edge resin replacement wasn't correct in depth or angles and it wouldn't fit the Eduard kit, however, I could use it for replicating the sheet metal shapes. Other than that, I didn't want to do any extra detailing than necessary.

Painting

Everything needs prepped before any painting. This includes dipping the canopy in Future and applying the supplied masking templates. The propellers are polished metal on the front and RML 72 on the back. I picked out engine details seen through the vents with various blacks, silvers, and grays. I painted RML 02 used for the wheel wells, gears, flaps, canopy, and interior. After masking, I wanted to prime so the finish color would be uniform and consistent. Now to speculate on the fuselage color. Using black and white photographs to determine color is difficult at best. Other special planes such as the Me-209 were painted bright blue. Using this logic, previous profiles depicted Udet's plane this way. Later, in translations of German books and news articles, historians would later revise the color. After investigation, it is now widely accepted that the color is red, but which shade? The tone is noticeably different than that used on the tail swastika band. Bright red, wine red or Bordeaux are acceptable depending on your preference. How can any one dispute you? It is rumored that one of the fastening latches still exists being similar to RAL 3000 or 3002

(http://www.themeter.net/ral_e.htm), but there is no consensus.

Figuring out which color equivalent if correct for different brands of paint is confusing. Settling on a Model Master's 'signal light' red, I sprayed gloss red enamel overall. This color is darker than the tail band closer to RAL 2004. When dry, I used Red Pegasus racing decals <http://redpegasusdecals.com/> that came out recently. Fate helped out at the right time for this theme. Since they are silk-screened, they have a rougher texture than those of Micro Scale's silk-screening. They don't scratch like Alp's, but they are printed on one continuous film that needs close trimming. The real plane was polished for speed, so I scaled the finish for 1/32 scale. As for weathering, the plane wasn't operated enough to accumulate any stains or dirt, so I finally built a 'clean' model. Finally, after all these years the model came together. See you at the meeting.



A Note From The Office Of The President

Fall is here, the Broncos are doing well, and it's time to start modeling more and more. Most of us will be indoors more now that the weather is chilling. We had a great turn out for the Racer theme. Who ever suggested it came up with a terrific idea. Thanks; remember your ideas for next year's contest themes. Don't forget the last theme of the year will be Kit Bashed. Hope everyone has started their project since this one will take more time to complete. Remember to ask other members when you have a question or need help on how to build something, what materials are good to use, what make/model goes with which year, or simply what a color should be. We have an amazing amount of talent and knowledge in the group.

Tom is heading off to the east coast for two weeks military training and will come back with a good photo shoot of an airplane museum. Hope the photos turn out well and he will have enough time to upload the pictures. If any one has a photo shoot they want to upload from a show or museum, Brian or Bill have instruction on how to get them posted to the newsletter. Let us know if you need the email procedures.

As I start yet another project, before I have even finished a previous one, I have always been plagued by numerous questions. How much detail do I want to put into the kit. Should I have bought the Tamigawa kit instead of the Airfix or Monogram in the first place? Photoetch and resin after market companies fix inaccuracies and shortcomings of injection molded kits. Do I modify inaccuracies so the kit doesn't look like a toy? Do I buy the extra parts and save time but, give up money that I could use for another model? Do I scratch build adding to the time and saving funds? Is out of the box good enough? Do I have the skills needed to paint and detail resin when new photoetch are pre-painted and are impossible to rival. But, if I do the cockpit, what about the wheel wells, gun bays, engine, or rest of the airframe. Now the overall effect is lacking if I concentrate on one area. The same can be said for cars, amour, space, or other subject. Then after the kit is assembled and ready for painting, how should I approach the finish; weathered or clean. When I look at a 1 to 1 scale subject, I don't see forced panel lines, various shaded panels, gunk build up in corners, dark rivets, or highlighted edges. Even panel lines disappear. However, if a model is built monochromatic -- closer to the real thing, does it look bland and plain, not as good when compared to exaggerated weathering? Does slight weathering to replicate normal wear and tear help elevate the kit to look realistic? It is after all a model of your choice. Do you want it to look like a model, a precise miniatures replica of the real thing, a piece of artwork, or something you are just proud of and want to show off to other modelers. Each of us has to find what works best for them and aspire to improve or try something different on the next model.

See you at the next meeting with the photo set up also.



Bill Speece